

Jan'y 4. ✓
**RECORD PRICE
FOR A MACKEREL**

Just think of it, \$1.50 for fresh mackerel. Such is the record price that was paid one lone fish that was taken from Provincetown the past week.

The mackerel was caught on Christmas morning by the crew of the little schooner Little Jennie in hauling their nets. It weighed four and three-fourth pounds and was shipped to New York where it sold at \$1.50, the most money ever received for one mackerel.

SCHOONER LIBELLED.

Tilton Was Towed Into Boston Recently by Steam Trawler.

The schooner Henry R. Tilton, which was abandoned at sea while on a passage from Windsor, N. S., to New York, and was subsequently picked up by the steam trawler Swell and towed here, is still tied up at East Boston. The owners of the Swell have libelled the schooner for salvage and a deputy marshal is now in charge of the wreck. The court has been requested to award a reasonable salvage for the services rendered.

The schooner has been unlucky for years. She has twice gone to the bottom, besides figuring in other accidents. In 1900 she was driven ashore at Point Allerton. Recently considerable money has been expended in repairing the craft, but in her present condition it is estimated that her value will not exceed \$1000.

FRENCH CANNERS CLOSE.

Sardine Establishments Are Idle—Inadequate Supply of Fish.

One hundred and sixteen sardine canning establishment in Brittany have been closed by their owners, who declare that trade conditions make it impossible to continue. The trouble is attributed to the fishermen, who refuse to adopt measures of fishing which would ensure adequate catches.

The cannery also complain that the public authorities for years past have ceased to take any interest in the sardine industry. The closing of the establishments means ruin and hunger all along the coasts of Brittany, as more than 50,000 workers are dependent on sardine packing.

WERE PICKED UP.

Flannagan and McNeil Still Very Much Alive.

Thomas Flannagan and James McNeil, two of the crew of sch. Conqueror, who went astray from their schooner in a fog on Georges September 8, and were reported lost, were picked up and landed safely, and are now fishing from this port.

Shipping Fish Here.

Another shipment of fish for the Gloucester market was made last week from Northern Victoria County, when the schooner Essex sailed for the American market with a cargo of 330,000 pounds of codfish for the Gorton-Pew people. Shortly after the schooner sailed another of the Gorton-Pew fleet, the Lucinda I. Lowell, arrived at Ingonish, and is now taking cargo for the same market. So far this season the Gorton-Pew people have spent about \$12,000 among the fishermen of Northern Victoria County.—Halifax Chronicle.

Jan'y 4. ✓
Pensacola Arrivals.

Monday's snapper receipts at Pensacola will bring the year's aggregate business up 128,000 pounds more at least. This was the aggregate catch reported at Palafox and Baylen street wharves.

Five fishing vessels returned to Pensacola from the snapper banks during Sunday and Monday with catches as follows:

Caviare, 30,000 pounds of snappers and 5000 pounds of groupers; Season-nett, 26,000 pounds of snappers and 4000 pounds of groupers; Carrie B., 25,000 pounds of snappers and 4000 pounds of groupers; John M. Keen, 27,000 pounds of snappers. The above arrivals reported to the E. E. Saunders Company, while the smack Emma Jane of the Warren Fish Company, berthed alongside of Baylen street wharf with a catch of 20,000 pounds of snappers.

Jan'y 4.
Good Stock.
Sch. Onato, Capt. J. Henry Larkin on his recent haddock trip stocked \$2400, while the crew shared \$47 each. This is one of the best trips made in some time.

**NOT HEAVY AT
THE OPENING**

T Wharf Had But Four Fares of Fish When Morning Bell Rang.

T wharf had but little to report in the line of fresh fish this morning, only four fares being landed since Saturday's report, with approximately 100,000 pounds, mostly of haddock and cod.

They are schs. Rex, 28,000 pounds; Frances P. Mesquita, 59,000 pounds; James and Esther, 5400 pounds; Buema, 13,000 pounds.

Haddock sold at \$3 to \$3.50 a hundred pounds, large cod, \$6 to \$7; market cod, \$3 to \$4; hake, \$3.50 to \$7 and pollock, \$3 to \$4.

Boston Arrivals.

The fares and prices in detail are: Sch. Rex, 16,000 haddock, 12,000 cod.

Sch. Frances P. Mesquita, 38,000 haddock, 21,000 cod.

Sch. James and Esther, 4000 haddock, 400 cod, 1000 pollock.

Sch. Buema, 11,000 haddock, 1100 cod, 1000 hake.

Haddock, \$3 to \$3.50 per cwt.; large cod, \$6 to \$7; market cod, \$3 to \$4; hake, \$3.50 to \$7; pollock, \$3 to \$4.

**GRUEBY'S MEN
EACH SHARED \$84**

Capt. Nickerson Says Haddock Struck on in Immense Schools.

To Capt. Enos Nickerson of sch. Frances S. Grueby belongs the honor of making the largest stock this winter in a single trip in the haddock fishery.

On his last trip, just completed, he weighed off 118,000 pounds of haddock and cod, from which he realized the net stock of \$2900, while the crew shared \$84 to a man.

The Grueby caught her immense fare about eight miles off Marie Joseph, N. S., in three days. The vessel met with extremely rough weather and harbored every night at Ecum Secum and just before daylight would go out and set and haul her trawls.

The haddock, Capt. Nickerson, and his crew say, were the largest they ever saw and appeared to strike in all of a sudden in enormous schools.

While harboring at Nova Scotia, captain and crew speak of the cordial people down there.

LATEST TYPE CRAFT.

In New Halibut Schooner Recently Launched at Seattle.

The halibut sch. Idaho was launched at noon, November 16, at the shipyard of Nilson & Kelez on the East Waterway, foot of Connecticut street, Seattle, who will be master of the vessel. The Idaho was designed by Lee & Brinton, the Seattle naval architects who have turned out the America, Corona, Montana and other well known fishing boats. The new boat is the most modern of its type that has yet been developed, is the largest gasoline power boat ever built in Seattle waters and embodies a number of new features that will be watched with interest. The hull is of the power boat type as distinguished from the knockabout type as used on the Atlantic Coast, and it is generally conceded that the former is more suitable for fishing on this coast. Power is furnished by a 110 h. p. "Frisco Standard" engine and the auxiliary machinery consists of a 5 h. p. electric light and pumping plant. The fuel capacity is 5500 gallons, giving a radius of 5000 miles. The water tanks contain 1200 gallons. The

Jan'y 6.

Schooner will carry six dories with a fishing crew of 12 men and will have a capacity of 100,000 pounds of halibut in the hold. The dimensions of the schooner are, length 90 feet, beam 20 feet, and depth 10 feet. Owned by a syndicate of Seattle people, headed by Capt. Quinn who was formerly captain of the Comet, San Juan and other fishing vessels, and is recognized as one of the most experienced and capable men in the business. It is expected that the vessel will start on her maiden voyage about the middle of December and will fish off the coast of Southeastern Alaska.—Pacific Fisherman.

Week's Receipts at T Wharf.

Receipts of fresh groundfish at T wharf, Boston, for the week ending January 2 was 850,700 pounds from 31 arrivals against 1,096,600 pounds from 54 arrivals for the same period in 1912.

Jan'y 6.

**SCH. MONITOR
NOW AFLOAT**

Boston Tug Mercury Twice Parted New Hawser on Her Yesterday.

Sch. Monitor, owned by Capt. Jerome McDonald, and commanded by Capt. George Marr, which went ashore on Five Pound Island Friday evening, during the heavy blow, was floated shortly after 10 o'clock this morning by tug Nellie and towed to Burnham Brothers' railways, where she will undergo repairs.

Yesterday forenoon, the Boston tug Mercury came down and tried to pull her off at high water, but the tide being lower than on the preceding day, the attempt was to no avail. The Mercury worked on the craft most of the forenoon and twice during the time, snapped a new eight inch hawser, which was led to the vessel.

At low tide yesterday, the Monitor was practically high and dry out of water. She was leaking some as a result of the heavy pounding which she sustained Friday night and Saturday, while the gale raged in the harbor.

Her fish were removed from the hold this forenoon, which considerably lightened the craft, after which the tug Nellie got a line to the vessel and commenced to pull her gradually from the rocks, until she floated in deep water.

Jan'y 6. ✓

Pensacola Arrivals.

An exceedingly good start for 1913 was made by the Pensacola snapper fishermen Wednesday for four smacks berthed alongside the two leading fish docks and discharged catches aggregating more than 120,000 pounds of snapper.

The following arrivals were reported to E. E. Saunders & Company:

Dorothy, 36,000 pounds of snapper and 4000 pounds of grouper.

Lottie S. Haskins, 27,000 pounds of snapper and 44,000 pounds of grouper.

Clara M. Littlefield, 18,000 pounds of snapper and 5000 pounds of grouper.

To the Warren Fish Company: Caldwell H. Colt, 32,000 pounds of snapper.

MANY LOBSTERS EATEN.

About 80,000 lobsters are eaten daily during the season in England. Most of them come from Nova Scotia and Norway.

Jan'y 6.

**REPORTS THE
GALE VERY HEAVY**

Sch. F. P. Mesquita First Craft to Arrive Here Since Big Blow.

The only off shore arrival here since the storm is sch. Frances P. Mesquita which arrived in Saturday afternoon from the Cape Shore with a fare of 60,000 pounds of haddock and cod.

The craft is in command of Capt. David Keating, during the absence of Capt. Joseph P. Mesquita who is remaining ashore this winter. Capt. Keating says he ran into the storm about 25 miles off here Friday night and he immediately trimmed her down to a foresail and riding sail and reefed jumbo. It blew heavily, but the wind was nothing in comparison to the mountainous seas that ran.

Capt. Keating headed her for this port and kept coming right along, arriving here Saturday afternoon without a scratch.

Yesterday, the Mesquita went to Boston with her trip which sold at this morning's market.

On account of the heavy blow Saturday, none of the gill netters were out. Yesterday's receipts totalled about 60,000 pounds, chiefly pollock, which were shipped fresh.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Steamer Eagle, gill netting, 600 lbs. fresh fish.

Steamer Naomi Bruce, gill netting, 3100 lbs. fresh fish.

Steamer Margaret D., gill netting, 2000 lbs. fresh fish.

Steamer F. S. Willard, gill netting, 3000 lbs. fresh fish.

Steamer Prince Olaf, gill netting, 2000 lbs. fresh fish.

Steamer Nomad, gill netting, 2000 lbs. fresh fish.

Steamer Enterprise, gill netting, 3000 lbs. fresh fish.

Steamer Venture, gill netting, 3000 lbs. fresh fish.

Steamer Philomena, gill netting, 4000 lbs. fresh fish.

Steamer Hugo, gill netting, 1000 lbs. fresh fish.

Steamer Evelyn H., gill netting, 1300 lbs. fresh fish.

Steamer George E. Fisher, gill netting, 2000 lbs. fresh fish.

Steamer Mary L., gill netting, 1000 lbs. fresh fish.

Steamer Gertrude T., gill netting, 2000 lbs. fresh fish.

Steamer Geisha, gill netting, 1500 lbs. fresh fish.

Steamer Nashawena, gill netting, 1500 lbs. fresh fish.

Steamer Mystery, gill netting, 600 lbs. fresh fish.

Steamer Scolia, gill netting, 1100 lbs. fresh fish.

Steamer R. J. Kellick, gill netting, 3000 lbs. fresh fish.

Steamer Bessie M. Dugan, gill netting, 1200 lbs. fresh fish.

Steamer Sawyer, gill netting, 3500 lbs. fresh fish.

Steamer Robert and Edwin, gill netting, 2200 lbs. fresh fish.

Steamer Mary F. Ruth, gill netting, 3500 lbs. fresh fish.

Str. Sunflower, gill netting, 2000 lbs. fresh fish.

Sch. Little Fannie, gill netting, 2500 lbs. fresh fish.

Sch. Frances P. Mesquita, Jr., via Boston.

Sch. Frances P. Mesquita, Cape Shore, 60,000 lbs. fresh fish.

Sch. Leonora Silveria, shore, 2500 lbs. fresh fish.

Sch. Edith Silveria, shore, 2000 lbs. fresh fish.

Sch. Jorgina, shore, 5000 lbs. fresh fish.

Sch. Annie and Jennie, shore, 1500 lbs. fresh fish.

Vessels Sailed.

Sch. Belbina P. Domingoes, haddocking.

Sch. Clara G. Silva, haddocking.

Sch. Jeanette, haddocking.

Sch. Frances P. Mesquita, Boston.

Sch. Mary C. Santos, Provincetown.

Sch. Jessie Costa, Provincetown.

70 Jan'y 6.

TODAY'S FISH MARKET.

Salt Fish.

Trawl bank cod, large, \$4.25, medium, \$3.75, snappers, \$2.75.
Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2; snappers, \$3.25.
Eastern halibut codfish, large, \$4.50; mediums, \$3.75; snappers, \$3.
Dory handlining codfish, large, \$4.50; medium, \$4.12 1-2; snappers, \$3.50.
Georges halibut codfish, large, \$4.50; mediums, \$4.
Drift codfish, large, \$4.25; mediums, \$3.62 1-2.
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.
Large salt mackerel, \$25 per bbl.
Fetched halibut, 10c per lb.
Salt herring, \$3.50 per bbl.
Pickled herring, \$4.50 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt.
Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.
All codfish not gilled 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
Dressed pollock, 80c.; round, 90c.
Bank halibut, 25 1-2c lb. for white, 18 1-2c for gray.
Fresh herring, \$1 per bbl. to salt; \$2 per bbl. for bait.
Newfoundland frozen herring, \$2.75 per cwt.

Jan'y 6.

NEW YORK SALT COD MARKET

The New York market may be described as inactive but firm, due to small stocks and the influence of high prices at St. Johns and Halifax, says the Fishing Gazette. Reports from Gloucester are at hand to the effect that codfish trade there has been quite heavy and stocks are now small, but better than usual in quality.

The market for Lunenburg fish is weaker owing to the break in Porto Rico. Account sales to hand last week only give returns to shippers of \$5.50 per quintal on shipments arriving there during the past fortnight, says the "Maritime Merchant." The immediate effect of these reports is that local buyers have become extremely diffident about buying. Where they were willing to take a chance at \$6.25 at the beginning of this month, they are now quite shy about going in at \$6. It is hard to tell what the next change will be, but it is rather peculiar to find such a difference in the condition of values in the two different classes of fish, namely, "bank" and "shore." The latter are worth more today than for many years; in fact, one exporter said to us that in all the years he had been in business he had never paid so much for shore fish as he is paying today. St. John's, N. F., reports a shortage of 150,000 quintals, as compared with last year, which was an average year, and so with foreign markets very strong it may be that the rise in values will still go on. Whether the situation in Lunenburg bank fish will be relieved by the strong tone of the other quality remains to be seen; those who have laid in stocks of the former are no doubt hoping that it will, while those who have not would shed no tears of regret if they beheld a \$5 price for bank fish by the opening of the new year.

There was considerably less activity in the local fish market this week, and the price might be considered today \$6.50 for the highest quality of shore-cure. Every merchant in the city is taking fish from his dealers at this figure, but none of them seems anxious to buy from anyone else, says the St. John's "Trade." The fact that two or three large houses ceased buying a month ago, when the price ran over \$6.50, has led to kind of congestion, and there has been more fish available than the rest of the trade could handle. As usual, the independent dealer, who kept back his fish till now, is going to suffer. In some instances he bought fish at \$6.90 for which he is now seeking \$6.50, and can get that figure none too easily.

Jan'y 7.

STEAM TRAWLERS WERE ON DECK

Had About All Fish There Was at T Wharf This Morning.

Two steam trawlers, the Ripple and Spray helped out this morning's fresh fish supply at T wharf, both of these crafts landing fares of 35,000 and 40,000 pounds of haddock.

The shore fleet, comprising six in number, have small fares of haddock and cod, bringing up the receipts of the day to nearly 100,000 pounds.

Wholesale prices on haddock were quoted at \$4 to \$5 a hundred pounds, large cod, \$6 to \$7, market cod, \$3 to \$4; hake, \$3.50 to \$7 and pollock, \$3.25 to \$3.50.

Boston Arrivals.

The fares and prices in detail are:

Steamer Ripple, 35,000 haddock, 400 cod.
Steamer Spray, 40,000 haddock, 400 cod.
Sch. W. M. Goodspeed, 6000 haddock 400 cod.
Sch. Flavilla, 6000 haddock, 100 cod.
Sch. Juno, 5000 haddock, 300 cod.
Sch. Mabel E. Leavitt, 1900 cod.
Sch. Emily Sears, 390 haddock, 2300 cod.
Sch. Belbina; P. Domingoes, 4000 haddock, 500 cod, 7000 hake, 3000 cusk, 300 pollock.

Haddock, \$4 to \$5 per cwt., large cod, \$6 to \$7; market cod, \$3 to \$4; hake, \$3.50 to \$7; pollock, \$3.25 to \$3.50.

TODAY'S FISH MARKET.

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Dory handlining codfish, large, \$4.50; medium, \$4.12 1-2; snappers, \$3.50.
Georges halibut codfish, large, \$4.50; mediums, \$4.
Drift codfish, large, \$4.25; mediums, \$3.62 1-2.
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.
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All codfish not gilled 10c per 100 pounds less than the above.
Hake, \$1.15.
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Dressed pollock, 80c.; round, 90c.
Bank halibut, 25 1-2c lb. for white, 18 1-2c for gray.
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Newfoundland frozen herring, \$2.75 per cwt.

WHALES HERD HERRING.

Do Kindly Act For Fishermen Of Victoria, B. C.

From Prince Rupert comes the report that two huge whales have been engaged to herd the shoals of herring into that port for the benefit of the fishermen and the plan has met with such success that whales are to be used hereafter as the "sheepdogs" of the sea at the northern terminal.

The two whales display a lordly indifference to everything except herring, with the result that big catches are being made. Messrs. E. Mortimer, McDonald and Robinson are said to have first observed the efforts of the leviathans to corner the herring market in a rocky cove near Prince Rupert.

The whales drove the herring close to shore, and after opening their mouths to a wide angle they went through the shoal of fish at high speed, with the result that many of the herring were missing from the shoal. The gulls flying over the whales locate the leviathans and the fishermen instead of making long trips for their catch are now following the gulls, with the result that big hauls are the rule.

PACIFIC COD MARKET STRONG

The Western Canner says: "Very little codfish is arriving in San Francisco at the present time. It was expected that large arrivals would materialize by the end of the year. The codfish market as a whole is much better than it was a month ago. The surplus which threatened to make the trade a more than hazardous one has been reduced to such an extent that it can no longer be considered as an element of danger. Sales have been made that have been satisfactory to dealers. But there is a great deal of competition in the local field, and this is having a disastrous effect on prices. If this competition continues very long there is little likelihood that there will be any compensation for the sacrifices that are being made by dealers to overcome the surplus. Some of the codfish dealers are very pessimistic, and among them are the more important. These have expressed the opinion that the San Francisco market is completely demoralized and that conditions are in such bad shape that they cannot be remedied. Owing to the keen competition sales are being made without any prospect of profits. There is a total lack of stability of prices. Fluctuations are violent with a downward tendency. But the demand for codfish has been strong all along and at the present time the requirements for both foreign and domestic trade are such as to take care of the supply. Under such circumstances the codfish market is the exception to the general rule of supply and demand. Notwithstanding the peculiar situation of the codfish market all the companies engaged in catching the fish are going to continue sending out their vessels."

THE VIEW POINT.

How New York Fish Merchant Sees Dried Fish Market.

A New York fish merchant says: The situation on dry fish continues unsatisfactory and without any real improvement or indications of improvement. The temporary relief of markets that have been overloaded will not give an advanced value to codfish, but will only cause further consignments to keep these markets loaded because there is too much fish available for the time remaining between now and a new catch, to hold for higher or even well sustained prices as they are now.

Any dealer or jobber who is honest with himself and who owned any codfish or pollock or hake on January 1 could not reasonably inventory these stocks at cost, plus expense and charges, for the simple reason that the goods are not worth it, and there is no indication, no prospect of finding a market that will pay as much as the holder had to give for what he owns now. To attempt to force dealers, under these conditions, to continue to lay in supplies that are bound to lose them substantial sums, can only succeed with novices or those who have no memory at all.

Of course some fish may be sold, and doubtless some fish will be sold, but the fact remains that the present basis is false, so let those who are responsible for it, and the continuance of such a short sighted policy, take the consequences. No dealer can possibly buy now and expect a profit at present prices. Now, why should a fisherman or first hand think it was his bounden duty to bust his customer (for that is all it amounts to), and if the customer wants to be popular and easy here is the chance for him to go busted.

Trade is dull and weather is mild, all of which against even an average consumption of salt fish at this time of year.—Fishing Gazette.

FISH-NET FACTORIES.

But Few of Them Now Left in Holland.

As far back as the seventeenth century, it is said that Holland had a fleet of over two thousand smacks engaged in the herring fishery, and as a result of this activity the making of fish nets became one of the most important industries in the country.

The latest census of this industry shows, according to the London Globe, that there is now one factory in Scheveningen, where the first factory was established, with about ten hands; one at Apeldoorn, with about 250 hands; two at Goor, of which one is also a cotton mill, with about 630 hands; one at Leyden, with about 80 hands; and one at Gouda, with about 30 hands.

The factories at Scheveningen, Goor and Leyden make chiefly nets for the herring fishery in the North Sea; the Apeldoorn factory makes all sorts of fishing nets and lines, both for the anchovy and sardine fisheries, and for the herring and mackerel fisheries. The Gouda factory makes all sorts of fishing nets and lines.

At Sneek there is a rope yard, which mounts and finishes nets for games as well as for fishing purposes, and there are net works at Maassluis and Katwijk. In addition to the large factories, there are many small ones, where hoop nets and fishing tackle are made by hand.

Portland Fish Notes.

The fish arrivals at Portland Friday were: Topsail Girl, 14,000; Fannie Reed, 10,000; Albert D. Willard, 5000; Dercas, 5000; Crusader, 2500; Lacomia, 2000; and the Bernie and Besse, 3000.

The only fishing craft making port Saturday was the steamer Alice, which brought in about 3000 pounds of mixed fish. Capt. George Rice, her skipper, reports it still blowing hard outside, but managed to secure a small catch which netted him a good price.

Jan'y 7.

NEWS FOR THE LAKE FISHERS

Capt. Max Moore, of Port Huron, Mich., reports good hook and gillnet fishing and that large catches are being made. He claims the largest catch of the season, with Capt. E. D. Purdy, a close second.

Mr. Hoit, who purchased the tug Lillie and May from the Cleveland Fish Co., has found her to be all that Capt. Woods, of Cleveland, Ohio, described her to be.

Cleveland, O., Jan. 1.—The situation at this center relative to present and future business looks as if fish dealers would eventually meet their losses in twine and fishermen's wages. Granted that there was a great loss in nets and fish at all Ohio ports, there now seems to be a counter-balancing in the higher prices and careful handling of frozen stock. One dealer here offered a \$1500 order, including cheap summer frozen, at a top notch price, one variety only seemed to meet going prices, so the offer was declared of with mutual satisfaction and this alone indicates the tone of the market.

All boats are laid up and no fishing is being done at this port. On every side it is learned of the great loss of twine to the eastward and the product which dropped through the nets or was otherwise unsaleable on account of being in the water too long a time. One manager says there never was such a haul of fish off Ashtabula, but not a pound could he send to Cleveland. Another says that fish and twine dropped away as they tried to haul it aboard, hence the fall fishing was a great loss.

The Buckeye Fish Co. laid off and settled up with all hands on Saturday last. The captains and engineers don't know whether their services will be required in the future or otherwise. The casual report is that the Armour Co. will take over this large freezing capacity and hold it exclusively for the purpose of an adequate fish supply towards its recently acquired local retail trade, but there is no immediate means of proving this.

The bay is frozen over at Erie, Pa., and several of the fish tugs have broken through the ice in order to go to Ohio ports to be able to get the advantage of the early fishing next spring.

The fish tugs, Ames and Driscoll, with their crews, returned from Fairport to Vermillion, O., on Christmas eve. These tugs were very successful in recovering most of their own and several abandoned nets since the close of the season.—Fishing Gazette.